ETERNAL VIGILANCE IS THE PRICE OF LIBERTY.

THURSDAY, APRIL 3, 1845.

The Low Land

Madison and Indianapolis Rail Read. The Annual Report of the President of the Madison and Indianapolis Rail Road Company to the Board change. of Directors, made on the 26th of Feb., 1845, is before us. It is a comprehensive and business document, setting forth in a plain and perspicuous manner, the operations on the road up to the time of its date. We cannot, consistent with a view to the understanding of the whole subject, much condense the Report, and therefore give it in extenso.

We however learn that the receipts of the road for the month succeeding the report, averaged about \$240 per day, against \$75 per day during the same time last year. With the certainty of completion, thereof the President, founded on actual observation, will be more than realized.

detail, to the tabular statements, and to the law ap-

ANNUAL REPORT.

The Report of the late President, N. B. PALMER, Esq., made on the 22d February, 1844, stated amongst other things, that one year had then elapsed, since the Company took possession of the 28 miles of Road finished by the State; that in June 1843 it had been extended 3 miles to Scipio, in September, 7 miles further to Elizabeth Town, and February 1, 1844, 42 miles to Clifty : that the receipts from Tolls, from Feb. 20, 1843, to Feb. 3, 1844, were \$23,110 33, the expenses \$12,072 53, leaving a balance laid out in the construction of the Road of \$10,037 80. A dividend was then made of 8 per cent. by adding to each person's stock, paid up for a year in that proportion. 000. The surplus, supposed to be left, has been required to

This Rail Road, it will be recollected, was commenced eight years ago, by the State, and over \$1,-600,000 expended. Of the distance to Edinburg, 56 miles, one half was finished with a good T Rail, and about one half the grading was done on the other 28 expenditures of the State, especially on the Inclined Plane, and the Bridges south of Vernon, yet the work done, ought even now, to be worth half the original cost. The State being without funds and the Road unprofitable, as it yielded only \$1,152 04 over the expenses in 1841; it was proposed by the Legislature of 1842, to be surrendered to the Company, on condition of keeping it in repair, finishing ten additional miles of Road every two years, and paying a rent equal to the profits of 1841, until 1846, and afterwards the profits were to be divided between the State and the Company, according to the length of Road finished, by each respectively.

The stock subscribed and paid, with the profits realized up to this time, being about 171 per cent. on the two years operations, and the allowances on contracts for stock to be made this session, will make the whole stock, that is or should be on the books of the Company, amount to \$120,274 45.

On the first of July, 1844, the Road was extended 24 miles from Clifty to Columbus. The grading has been completed to Edinburgh, 11 miles further; about 4 miles of this distance is ready for the Iron, and the balance is expected to be made so within sixty days. 330 Tons of Iron, heavy flat bar, have been contracted for, of which 60 tens have been received, and without any unexpected occurrence, the Cars will run to Edinburgh by the first of June. The Company is now in debt in the Bank 16,000, it must pay this spring for the new Loco motive \$7,500; for the first instalment on the Iron, \$5,000; and about \$9,500 for the Bridge over Flat Rock, the wood work to Edinburgh, the Depot at that place, and for laying down the Iron. The whole cost of the Iron will be about \$16,000 more, which is to be paid in six instalments, running from three to thirteen months, from the average time of the delivery of the Iron. There will be about \$50,000 of debts, principal and interest to be paid within a year, for a portion of which, temporary loans must be made. But if nothing shall occur out of the usual course of things, the indebtedness of the Company for completing the Road to Edinburgh, will, with all expenses, be paid by the first of September, 1846, from the receipts for Tolls alone.

Of the 11 miles about being finished, 104 miles are perfectly strait, nearly level, and without any considerable Cut or Embankment, and the remaining part of the route to Indianapolis, will be almost as favorably located. By the Engineer's survey and estimate, the excavation for the whole distance, 30 miles, amounts only to 185,276 yards, the embankments 286,739 yards, and the cost of Grubbing, Grading, and Bridging \$96,927 24. The superstructure complete, if a 4 by 34 inch flat bar be used, will cost the further sum of \$96,786 96, or \$150,000 for a good T Rail.

It has been a subject of deep regret to the Company, that on the 28th of March last, by the misconduct of a person in their employ, two passengers and three others lost their lives, and two others were much injured on the Inclined Plane near Madison. The Rails being slippery, the Conductor gave positive orders, that until the Passenger Car reached the bottom, no other should be started on the Plane. But in violation of these orders a heavy Wood Car was almost immediately sent down, and the breaks being insufficient in the then state of the Road, the Passenger Car. was overtaken, thrown partially from the Track and crushed. Three-fourths of the persons on the Cars were not hurt. Though the Company has always been embarrassed for funds, the Directors cheerfully donated \$650 to the Widows of the deceased, and a compromise has been made with the persons injured, so that there will be no recourse to litigation. No passenger has ever been injured on any other occasion, and at this time, those who manage the business both on the Plane and the Line are confident that it is as free from danger, as any other mode of convey-

The expenses of the Road for repairs, the last year, have been large beyond expectations. To clear out the cuts, raise the embankments, and remove and level the Track on the Plane, have cost about \$3,700. The cross ties and ditches have required an expense of \$3,000, and the Bridges, of \$2,300. Much of the work was commenced late in the season; suitable contractors were not always to be had, and as the dilapidations tended to increase rapidly by delay, the repairs were occasionally so much hurried, that the Company did not always receive a fair equivalent for the money paid. These matters are submitted to the Directors, with the hope that where errors have been committed, their recurrence will be prevented. It is very desirable that better timber should be procured for repairs. Oak Ties sawn from thrifty trees, seasoned and bedded in clay, will last 10 or 12 years, but when Ties or Strings are sawn from old trees and laid at once in close contact with loose loamy soil, they commence decaying rapidly in four or five years. It is said that Cedar can be had, both from Kentucky and Tennessee and negotiations are in progress to obtain it. The Locust grows rapidly, and no time should be lost in commencing its cultivation along the route. If properly attended to, it may be ready to replace the first set of ties, as they decay, on the North part of the Road.

The five Bridges between Madison and Vernon, in | = 2233322333

all over 1600 feet in length, where a span, of 50 feet either quarter, the result, anticipated by many, was Route, and every year will develop more and more for each, would have been sufficient, ought as soon as that after the Road reached Edinburgh, it would go the energy and ingenuity of the population and the We would direct special attention to two or three We find in the Boston Post, the following candid possible to be shortened or changed into Culverts. In no further for years. Under these circumstances and resources of the country. In the vicinity of the first Cincinnati advertisements which appear in this paper. their present condi ion they are never entirely free from the consideration that the 58 miles South of In- 40 miles, at least two-thirds of the proprietors of the Franklia House. policy of President Polk, which, according with our from hazard, and the constant repairs required, will dianapolis would always cost less for repairs than the quality, and as yet, most of the Farms are small, and It has been the habit of many people travelling from opinions, and being generally entitled to our approprobably in ten years, cost as much as the proposed other 28 miles, the Legislature, at their late session, the surplus produce quite limited. But by reference Indiana to stop in Cincinnati at the Denison, or some bation, we present to our renders:

fore, and the increase of business, now apparent to for running one Engine all the time, and another one present liabilities and their increase until June, for a Meadow of 30, on a Farm near the road, there will pleased, not only with their rich and elegant assortthe most casual observer, no doubt the anticipations half the time. Near 40 persons are constantly em- the work now going on, there may be difficulties; soon be paid, for the transportation of its products, ment of valuable goods, but quite as much so with the ferring evidently that his past opinions and life should We invite especial attention to the Report in every within three miles of the Ohio at Cincinnati, we could not help purchasing a pair of not a few friends. 3149 passengers, 3556 Tons of freight and \$18,- less delay.

sond:	S.,	As	s U	er	e i	Wa.	S I	10	p	ros	pe	ct of	assistance from
INWARD FREIGHT, From February 1, 1844, to February 1, 1845.													
	January,	December, .	November, .	October,	September, .	August,	July,	June,	May,	April,	March,	February, .	
2,913	285	264	230	264	251	207	228	249	219	22:55	237	245	Through passengers.
3,924	330	367	283	533	338	334	211	245	231	303	341	408	Way passengers.
7,		i		1				-		7	***	免	Amount

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-	941 945 945 945 945 945 945 945 945 945 945	passengers.	Corporate
The second secon	\$618 44 445 38 445 38 518 88 518 88 518 97 518 97 518 97 518 97	Amount received from passengers.	its complete capital steed to more the then
	152 152 152 153 153 154 157 157 157 157 157 157 157 157	Bacon.	fraction of the Charte
The second second	234.4 234.4 29.2 19.90 17.00 20.1: 6.5 2.4:	Bacon and bulk perk.	amount the Road and to \$450,0

Unspecified

Hogs. live and

slaughtered.

Corn, and

Tobacco.

Barley, beans,

2 5 grass, h'p s'd.

Staves and

Fruit.

Cider.

Whiskey.

Oats and

Potatoes.

Rags.

Amount paid.

21,686 53,800 43,800 43,800 90,160 90,160 90,160 12,480 12,480 12,480

8: 17: 8: 4: 48: 15:

882882

waso: HI-weller hoop poles.

and reality will justify.

vastly increased that which was previously in existence. be near one hundred thousand dollars a year. Many proofs of this, may already be seen along the

OUTWARD FREIGHT. From February 1, 1844, to February 1, 1845. JE NOS A EL MANA

	nuary, -	cember,	ovember,	ctober, -	ptember,	ngust, -	υу,	me,	ау,	pril, -	arch, -	ebruary,	
	1		*				×		*	*	×.	×	
3,323	288	2288	267	261	208	190	249	811	420	324	257	200	Through passengers.
4,435	349	445	859	383	374	339	487	256	360	311	359	413	Way passengers.
7,815 87	1200		735 05				30					A COLUMN	Amount from passengers.
6,730	397	913	940	952	1,099	630	261	149	81	34	123	BMs. 151	Salt.
3,484,861	304,292	235,170	317,644	341,223	230,812	143,017	216,601	258,807	430,704	345,368	337,613	Pounds. 823,610	Dry Goods, Groceries, Iron, &c.
132	9	ಬ	ಒ	6	6	9	19	15	22	16	00	17.	Beer.
52,907	-2,640	7,325	14,094	9,582	5,986	2,500	8,510			1,800		Ds. 550	Furniture.
99	12	12	11	29	14	12	_	4	25	_		Bbl.	Tar and Oil.
1,341	101	308	150	198	108	142	39	55	75	39		Bushel.	Coal.
223	19	13	23	30	14	17	5	18	12	16	16	16	Horses.
854		:	254	00	12	5	5	99	1		:	*	Shingles.
17,717	6,445	5,760			*****		*******	2,860				2,652	Turks Island Salt.
14,636	2,263	2,320	1,046	3,413	1,607	1,726	180		991		475	615	Leather.
35,223	655	********	8,478	7,768	2,000		3,009	3,690		1,623	8,060	130.	Hides.
674	76	56	84	92	39	8	78	55	16	18	*	27 Bbla.	Whiskey.
45	****			25	13	ಬ	. 4					, pa	Cotton.
160	21	18	16	42	16	œ	9	9	+	12	O1	Kegs	Powder.
289	84	8	11	5	27	26	-		9	1	60	59	Ploughs.
1,623 36			18 45										Amount paid.
8,896	854 (856 5	1,023 7	976.4	851 (518 0	567 5	692 6	726 4	665 6	551 4	8001 8	Amount unpaid.

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passed the annexed Law, giving further privileges to to the books of the office, it may be seen, that the other house. They have now an opportunity of find-The business of the Road, for the last year, has the Company. They are now to have the State's por- Way Passengers and Freight, to and from this unbeen more regular, through every part of it, than ever tion of the Road, for eight years, at the present rent promising part of the State, contribute more than one tastes, who have themselves lived in Hoosierdom, and been more regular, through every part of it, than ever tion of the Road, for eight years, at the present rent heretofore. In July, when the receipts were lowest, \$1,152 04 a year, on condition that it is completed to third of the present business and profits of the Road. who will take pleasure in promoting their comfort and is not without a good foundation. Its origin may they averaged \$82 per day, in Nov. and Dec. for near Edinburgh in one year, and to Indianapolis in three Steam mills, Cooper shops, Meadows, Orchards, Dai- convenience. The House is in the centre of business, safely be ascribed to Col. Polk's indisputable personal seven weeks, they rose to \$200, but for a large por- years from the first of July next. This law will with- ries, &c., give value to the land and timber, and em- and every accommodation is as good as could be detion of the year, they have ranged from \$100 to \$130 out doubt, secure the early completion of the Road. playment to the industrious, which previously they sired. Our friends will not regret giving the Frank-The present Directors and stockholders, who have so had sought in vain. Every year will increase the de- lin House a trial. Exclusive of the Road repairs, done by contract, deep an interest and who with but few exceptions mand and supply of these and other articles, which, If, gentle reader, after arriving at Cincinnati, you to do his duty faithfully to the country. for which a preference is given, where practicable, have united in lending their private credit to raise in instead of requiring time to be transported to distant find yourself in want of a gold or silver watch, jewelthe other expenses for officers, elerks, machinists, advance means for the Road to progress, will go still and uncertain markets, will be purchased with cash ry or silver or plated ware, or any thing else in this people for the high office he holds, Col. Polk continued mechanics, laborers, &c., for Transportation, repairs, forther, if neither additional stock nor the Bonds of at the door of the producer. Where there is an Or- line, just call in at Owen & Carner's, a few doors quietly on in his daily pursuits, choosing to leave the mechanics, laborers, &c., for Transportation, repairs, forther, if neither additional stock nor the Bonds of at the door of the people, and while shrinking and wear of machinery, amount to about \$50 per day the Company can be sold. At the out set, from the chard, or a cultivated Locust Grove of 10 acres, and below the Franklin House, and you cannot fail to be from no necessary avowal of his political views, yet, ployed. As a good deal of valuable work is contin- still, there appears to be no choice, for the Directors, from \$50 to \$100 a year; and the owner, for all pracually being added to the machinery, cars, buildings, as sound business men, acting for the Corporate and tical purposes, will be as well situated in reference to proprietors. Accidentally dropping in while recently was universally regarded to be as dignified as it was should be charged to the expenditures. The horse the heavy sections under contract. The whole line River. No one can form, in advance, any just estipower used on the Plane and the transhipment of all can be prepared within two months and the light sec- mate of the Journal, of the odium addresses were singularly marked by simplicity, freefreights at the Hill Depot, must make the expenditions can be afterwards let, as opportunities offer and Rail Roads, or the extent of their advantages, espe- of the fib he told a long time ago about this matter, as dom from dognatism, elevation of tone and enlarged tures appear large for the business done. An efficient the means of the Company admit. It is understood, cially to the farming interest. The purchase and any thing else. As long as we were silver ones, they tures appear large for the business done. An efficient the means of the Company admit. It is understood, cially to the farming interest. The parchase and any thing else, As long as we work silver ones, they and calmness of manner about them, united with that the Iron can be had on credit, and that responsition to the farming interest. The parchase and any thing else, As long as we work silver ones, they and calmness of manner about them, united with sincerity and honesty, that gained for them the approfected. By the tabular statement annexed it will be ble persons stand ready to do the Grading and Bridg- hastening to market in good weather, when probably ones are mounted, people will soon forget that we val of the people. They were signs of that manufest seen, that the way Passengers during the year amount- ing on terms that may be accepted, if others more fa- it is glutted, is obviated. Heavy articles, from abroad, ever wore any other, and the veracity of our neighbor candor, courtesy and firmness, that mark the characed to 8359, the through Passengers 6236, receipts vorable are not offered. It will relieve the present necessary for comfort are purchased cheaper, the prifrom them \$14,910 80. The freights transported stockholders from much responsibility if new stock be ces and demand for agricultural products are enhanced, present poetical predicament, and the respectability of ened by the incidents of Col. Polk's journey to the were about 11.386 Tons; the charges for freight, subscribed, but if it be not, the Road must, at all and the community, generally, is invigorated, by the 820,362 68, being an increase over last year, of events, be finished to Indianapolis without any need- variety of employments created by cheapness of transportation and facility of intercourse.

Road, the ensuing year, will rather exceed that of the Company, there can be no doubt, that it has and will of Flour, and 72,514 bushels of Wheat were trans- glass and picture frames, of any kind and variety, last, the receipts will probably not fall short of \$30,- contribute to the mutual advantage of both. The ported on the Rail Road, at less than 19 cents per 100 will find them at Wiswell's, Cincinnati, as per ad-State had shown neither prudence nor economy in the lbs. for 45 miles. Had these articles been hauled in vertisement. We are satisfied that he can furnish they indicate to the patriotic party to whom he owes When the Company was organized, it was hoped management of the Road; and but for the Company, wagons before the Rail Road existed, or even at the them of as good a quality, and at as cheap a rate, as his elevation, that its great principles will be adhered pay the rent, then due State and expenses previously the privileges conferred on it, would secure the early it must, before this time, have been abandoned altohe privileges conferred on it, would secure the early it must, before this time, have been abandoned alto-completion of the Road to Indianapolis, by sufficient gether. For accounts transferred and for rents and been not less than 30 cents per hundred, so that on subscription of stock, or would induce the holders of dividends, the State is now the owner of stock to the these articles alone, the direct gain to consumers of nati. State Bonds, to advance a sufficient sum to accomplish amount \$8,180 39, which, with future rents and divi- of the Salt and the producers of the Wheat &c., has the object. Had they done this, they might have se-dends, will derive the same profits as other stock. At been at least \$17,200. The immediate profit on other cured good dividends on the money advanced, and at the end of the eight years, the additional profits from articles is less in proportion, but the privilege of a distant day an annually increasing dividend on their the increase of business on the Road, occasioned by selecting the best season for market and of buying miles. Though there was very great waste, in the Bonds. As there was no prospect of assistance from its extension, and the enhanced value thereby given necessaries, only, as they are needed, is often of great to the State's interest, will more than compensate for advantage. If so much has been realized on the Road any supposed loss; in the mean time, and when the in a thinly settled and unproductive country, vastly so pat that we adopt them with out change :-Charter expires, the privilege of buying out the Com- more may be expected, on the 43 miles from Clifty to pany for the amount it shall have paid for construction, Indianapolis, where, for more than 20 miles, on each if 6 per cent. dividends shall have been made, will'ul- side, all the land-is of a good quality, and where for timately, from the large increase of business and pro- long periods in different seasons of the year, the fits, contribute largely to relieve the State from its em- common roads are nearly impassable.

The tract of country, now doing a partial business The advantages to the stockholders will be more im- on the road, and which will be relied on hereafter for mediate. If their means shall be expended with as patronage, embraces the counties of Jennings, much prudence and economy as they have been here- Bartholomew, Brown, Johnson, Morgan, Marion, tofore, and if advances, for a time, can be had on their Hendricks. Hamilton, and portions of Jefferson, or private credit, the profits of the Road Jackson, Shelby, and Boone, besides several counties e eight years expire, will more than pay for in less proximity to the Road. The territory in ques- Try to disparage as little as possible, and where you be an administration of the Government that will be letion, with all interest and charges. The tion, covers about 4,500 square miles. By reference ock, will, from dividends alone, have increas- to the table annexed, it will be seen that these counties, re than three times its present amount, and in 1840, had a population of 124,228, and the agri-Capital will be entitled to reserve a small cultural productions, amongst other things, were over two-thirds of the Profits until the end of 505,270 bushels of Wheat, 4,891,087 bushels of Corn, er, and afterwards, before taking possession, 45,653 Horses, 117,726 neat Cattle, and 315,900 Hogs. must refund to the stock holders the whole It would seem by the Presidential vote of 1844, that Don't write on both sides of a sheet. d supply Machinery, &c., say from \$400,000 | 150,000 and the agricultural products have, no doubt, increased in a greater ratio.

These calculations of profits are so out of propor- That until July last, the road did not reach a conven't tion to the amount of money required, that many will point of taking freight, that the mode of transportation be tempted, without examination, to brand them as is new, and has not yet superseded other modes along visionary; but if Rail Roads are to be here what they the line, that the Motive power of the Company did are elsewhere, vastly preferable to any other mode not permit them to take all the freight offered, and of transportation ever devised, and if there cannot be, that they cannot yet afford to reduce the rates as they for reasonable expense, any other mode of access to will, when they have more facilities for doing business, the Centre of the State, which can enter into compe- are sufficient reasons for the present limited business tition with this Read, as is fully believed, then, un- and receipts. When the road reaches Indianapolis, Where Rail Roads have been constructed, they the business transacted will be ten times its present cum, Councilmen. have generally given rise to much more business, and amount, and the toll, at reduced rates, will at once

S. MERRILL, Pres't and Supt. R. R. Osrice, Madison, Feb. 26, 1845.

Ł	The Tre California Transferring	2 001 401 20401
ľ	TRANSPO	RTATION.
1		ependitures on the Madison ad, during the year ending
	1845—FEBRUARY L. Cash received as per Treasurer's report, 39,031 14	1845—FERRUARY 1. Expenditures as per abstract No. 1 to 12, and orders on file viz:
		Por transportation, 8,023 30 Purchase and repair of machinery, 7,377 9 Repairs of Road, 10,185 5 Contingencies, 2,918 10

29,031 14 \$39,031 14 Balance, \$10,065 08

AN ACT To amend an Act entitled " An Act to provide for the conapproved Jan. 28, 1842.

Section 1. Be it enacted by the General Assembly of promised exposure should be forthcoming. he State of Indiana, That the "Madison and Indianape is Rail Road Company " are hereby authorized and emof interest, not exceeding the interest allowed by the aws of the State where any such loan may be negociaed, as may be agreed upon by the parties. Provided, Such interest shall not exceed the rate of seven per cent.

Sec. 2. The said company may at any time open igable business man. Success attend them.—New ooks for the subscriptions and transfer of stock, in any Albany Dem. ity of the United States, under such terms and regulaas as said company shall prescribe

SEC. 3. The payment to the State of the portion of he net receipts of the said road, as required by law for luly next, then the portion of the said net receipts to be et had not become a law.

SEC. 4. After the expiration of the said term of eight years, the State, or any individuals or corporation, having the interest of the State in the part of said road finished

hree years from and after the first day of July next. Szc. 6 All matters of difference between this State and said Company should be decided by the proper Court, as other cases are decided between individuals,

SEC. 7. This act to take effect and he in force from nd after the filing of the assent of the President and 783,221,800. Directors of said Company in the office of the Secretary of State: and any part of the law under which said

JAS. WHITCOMB.

A. C. STEVENSON, Speaker of the House of Representative JESSE D. BRIGHT, President of the Senate. APPROVED, January 13, 1845:

Cincinnati Advertisements.

get to look at Owen & Carley's advertisement.

211 67 in tolls. As the average extension of the | In this arrangement between the State and the | During the year, 5,730 barrels of Salt, 10,785 bbls. | Dealers, and others desirous of procuring looking | were remarkably pertinent and judicious. They

Mints to Correspondents.

We were about to say a few words to correspond- great nation. ents (for whom we are always glad to make room) on The Inaugural Address has further won for him the subject of their communications, when we noticed favorable opinions from the people. Its tone is thothe following hints in the N. Y. Tribune. They are

interesting and valuable paper,' ' your able and pat- tion of the government. On the subject that occuriotic course,' &c. Our subscribers and the public pies so large a portion of the attention of the people, know all about that sort of thing, and we also have revenue laws, it is exceedingly judicious, avoiding a tolerable opinion of our own merits. If you think the protection theories of the high tariff men on the by this to improve your chances of insertion, you one hand, and the horizontal theory of the ultra-traders

When you have written what you have to say, run it sound common sense of the masses, who desire above over and see if there are not some sentences that all things a permanent tariff, will respond to this could be spared without serious injury. If there address on this point. These views of this absorbing are, out with them! We are often compelled to de- subject, with the state-rights principles and deep devocline good articles because we cannot make room tion to the Union that mark its every line, have for them. A half column has ten chances where strengthened the impression created by the President' two columns have one and three columns none. high personal character, that under his eye there will

of his attacks on others.

for want of time !

with a pudding-stick; but if you attempt logic or sentiment, do it up right, instead of leaning on us. to make his administration successful.

Corporation Election.

less the soil and energy of Indiana are blighted, the which contains near 5,000 inhabitants, and is the Marshal, Wm. Wilkison, Supervisor, J. G. Jordan,

Great Land Sale.

We find the following interesting paragraph in one people. of our exchange papers. The land in question, we dent commence his great duties. He has been elevated security for State Bonds:

Pulaski, Wilkinson, and Tatnall, and some of them

The Political Beacon.

moderate tone. We also assure it, that we are au- advantageous to our common country. thorized to say, that so far as the Governor is continuance of the construction of all or any part of the cerned, in reference to all that is insinuated by the public works of this State, by private companies, and for abolishing the Board of Internal Improvement, and the offices of Fund Commissioner and Chief Engineer, nature or kind, form or shape, are removed, and the ing, was not a little more general! Then might we

The Louisville Democrat.

also an excellent writer, as well as a correct, indefat- I 'lied deeply, as I had often lied before.'

We endorse every word of the above.

A Good Chance.

by the State, shall forever have the right to a full share stated that Mr. Robert Owen, the celebrated Philan-SEC. 5. No alteration, amendment, or repeal of the The bales were accompanied by a statement of the ct under which said company was organized, so far as mode of cultivation, and expressing the opinion that crop was 6,296,300 pounds; and in 1842, if was exceeds the number of votes polled by 29.

Company was organized, coming within the purview of ally fell into the water at Quebec, Canada, a few days her husband's horrible murder of her brother, became his law, be and the same is hereby repealed.

President Polic.

There is a general belief that the President is desirous

plied to various public addresses. These replies also awaited him, and his determination to bend the eneror the conqueror, many of his opponents involuntarily confessed there was every indication that the President elect was worthy to govern the destinies of this

roughly American. There is a sincerity and directness about it, a candor and elevated patriotism, that will be ever acceptable to the intelligent masses, whose Do oblige us by omiting all such flourishes as 'your desire only is for a safe, yet independent, administraon the other. In this it is eminently practical. The must condemn, let your facts be stronger than your honest, capable, and faithful to the Constitution. The policy the President has marked out in relation

When you assail any cause or person, always give us to the distribution of the public patronage, cannot but your real name, which we shall give up to whoever increase the confidence in the new administration. has a right to demand it. He is a sneak and a This is a duty as delicate as it is important; it recoward who could ask us to bear the responsibility quires in its faithful discharge the utmost caution and eliberation. In fact, the success of the administration depends in no small degree upon those selected hey shall have accumulated to construct the the population of these counties must now be over If you send us word that you have written in great to fill important offices. It is not enough that applihaste and have no time to correct,' we shall put cants sympathize with Democratic measures, or have your manuscript quietly into the fire. Why should been active partizans. To undoubted personal integyou throw on us the task of correcting your scrawl, rity in public officers, there ought to be undoubted when we are obliged to slight our own work daily capacity to discharge faithfully the duties incumbent upon them. Within these limits, the Executive would Give us facts, incidents, occurrences, at the earliest not discharge his duty to his country were he to nemoment, and we shall be grateful, though you wrote glect to fill responsible situations with those who will

Such a policy is as far from the disgraceful scramble that marked the advent of the Whig administration At the late Corporation election, J. A. Levy was of 1840 on the one hand, as it is from indifference to elected President of the Council, N. N. Norwood, political principle on the other. Having adopted such a course, the President has too much firmness and calculations here made will be found less than truth centre of a region, not surpassed in the Union for Clerk, Th. Donnellan, Assessor, Henry Ohr, Collec- been so importunate as to indicate a tendency to rediscretion to be driven from it; indeed, if any have combined agricultural and manufacturing advantages, tor, and S. Goldsberry, A. Louden, and W. Vanblari- vive the scenes of 1840, they have already been given to understand that such a mode of application is unacceptable to the Executive. This policy cannot fail to meet the decided approbation of the American

> believe, was never worth the taxes upon it, but was to his responsible station by the great republican party received, together with the Alligator lots in Florida, of the Union, and this party have a right to demand by our Whig Fund Commissioners, in exchange, or as security for State Bonds:
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> a thoroughly republican administration. He has succeeded through the patriotic union of the Demo-Edward J. Black, as the Attorney of the State of Indiana, advertises for sale three hundred thousand bition or political preferences in elevating him to acres of land in Georgia, which formerly belonged to power will still continue patriotically to sustain him in protecting the Union and defending the Constituthe Georgia Lumber Company, and were by it con-veyed to the State of Indiana. The lands are located tion. As this party desire a policy that will favor in the counties of Telfair, Montgomery, Laurens, all interests rather than bounties to one interest, such an administration of Executive duties is perfectly compatible with being the President of the people. We confidently predict that Col. Polk's discharge of We are glad to see the Beacon assume a more the duties of Chief Magistrate of the nation will be as honorable to his fame as a statesman as it will be

Conscience!

What a pity that "the gnawings of awakened conscience," such as Mr. Jones describes in the followhear of "lies" retracted, the poor reimbursed, slanderers on their marrow bones, and so forth, and so

We perceive by this paper that Mr. P. M. KENT "A LIE RETRACTED,-Having publicly stated before we perceive by this paper that Mr. P. M. KENT "A LIE RETRACTED.—Having publicly stated before and repairing said road, or carrying on the operations of has withdrawn from the establishment, and that I did not know who James K. Polk aid company; and for that purpose may execute bonds Messrs. HARNEY, SMITH and HUGHES, will therefore was; that I did know his grandfather to be a tory; or other contracts for the payment of the same, in such have the entire control of it. Messrs. Smith and that I did know he had branded his negroes in the manner, and payable at such times, and bearing such rate Hughes are from New Albany. Thos. L. Smith, forehead; and that Great Britain had sent over some Esq., is known to be one of the most powerful politi- half a million of dollars to aid the democratic party, cal writers in the West, and will, no doubt, add great- I feel constrained, by the gnawings of my awakened ly to the interest of that paper. Mr. Hughes is conscience, to publicly avow that in all these matters, Zanesville, Jan. 8th, 1845. JOHN JONES."

"THE PLAQUEMINES FRAUD."-It will be recollected that immediately after the Presidential election in Louisiana, much dissatisfaction was expressed by the the present year, shall be the only amount required of the said company, to be so annually paid, for and during the term of eight years from and after the passage of this suited to a fair business in jobbing as well as newscomplete the said road to Edinburgh within one year, and
to Indianapolis within three years from the first day of
July next, then the portion of the said net receipts to be aid to the State, shall be ascertained and paid, as if this good support will be given to a good democratic (Dem.) expresses a doubt whether any will be, as the Committee have sent word to Judge Leonard, of said parish, that it is unnecessary to produce his witnesses FIRST COTTON FROM THE UNITED STATES .- It is before them. In the mean time, the assessor of the of the net receipts of said road, in proportion as the length of said part of the road finished by the State bears of American cotton imported into Great Britain.

| Parish has deposited in the Secretary of the House of Representatives, a list of 926 legal voters residing within its limits, which fact is certified by those mode of cultivation, and expressing the opinion of the same, or of this act, shall be made during the term of eighteen years from and after the first day of July next; mode of cultivation, and expressing the opinion of the State from which it came, (Georgia, we believe,) polled in said parish at the Presidential election, was would produce two hundred bales the following year. officers respectively. The whole number of votes fier which period, smendments may be made as in the We now send about a million bales to England annu- It is known that 147 Democrats who were unable to eigty-fifth section of the said first act. Nor shall the State have the right to purchase the interest of said company in said road until after the expiration of twenty- said: "There is no reason to doubt that the United and there deposited their votes, as it appears they States will one day become a great cotton growing were entitled to do, by a rule often practised upon by country." Six years after that (in 1792,) the Union both parties. Add this 147 to 926, the number of produced 138,328 pounds in one year; in 1795, the resident voters, and it makes a total of 1073, which

> DISTRESSING .- We see it stated in the Louisville SINGULAR FATALITY. - A British soldier accident- Journal, that the wife of Harry Daniel, on hearing of since, when a sentinel, walking by, hardly attempted a maniac, and has continued such ever since. Daniel, to get him out by reaching him the butt of his musket. it will be recollected, shot Clifton R. Thompson, his The drowning man grasped the weapon, and in his brother-in-law, in the Court House at Mount Sterling, struggles it was discharged, the contents of which Ky., whilst the deceased was addressing the Court in entered the head of the sentinel and killed him reference to a case in which he and Daniel were